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HONGKONG, THURSDAY, JANUARY 8th, 1903

肆拜禮 號捌月正年叁零百九千壹萬第

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8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
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8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.	
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9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
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The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 8th January, 1903.

The fuller reports of President Roosevelt's
Message to Congress brought to us by the
recent mail show that as an example of
oratory that address was noteworthy among
the speeches of present day politicians, that
it was indeed in form such an address as
the United States President's admirers
(and they include men of all nations) had
reason to expect from him. There are, of
course, also those who will look on its
loftiness of language as strained and
bombastic. By these, who are no warm
friends of the United States, part of the
opening passage will be condemned as
boastful and exaggerated. "We still,"
said President Roosevelt, "continue in a
period of unbounded prosperity. As a
people we have played a large part in the
world, and we are bent on making our
future part even larger. The events of
the past four years have definitely decided,
for weal or woe, that our place must be
great among the nations. Even if we
could we cannot play a small part, but
our people face the future with high heart
and resolute of will. Ours is not the
"creed of the weakling and the coward; it
is the gospel of hope and triumphant
endeavour. We do not shrink from the
struggle before us. There are grave
problems to face abroad and still graver
"at home, but we can solve them well."
Yet it cannot honestly be said that the
President was speaking in too high a strain,
if only the promises of facing these prob-
lems be steadfastly kept in mind. It must
be confessed, however, that not all of the
Message to Congress seemed of a piece
with the exordium. Dealing with the great
Trust question, President Roosevelt said

practically nothing new and must have
disappointed no little those many citizens of
the States who hoped for whole-hearted
legislation against these huge combinations
of employers. Not Trusts, but the evils in
Trusts must be attacked. "In curbing and
regulating these combinations of capital
"which are or may become injurious to the
public we must be careful not to stop
great enterprises which have legitimately
reduced the cost of production, not to
"abandon the place our country has won in
the leadership of the international indus-
trial world, not to strike down wealth,
"with the result of closing factories and
mines and turning the wage-worker idle
"into the streets, and leaving the farmer
"without a market for his products." This
is specious argument, but some more definite
pronouncement might have been looked for.
Hopes of tariff change are blighted, for the
reduction of tariff as a means of reaching
the evils of the Trusts would be wholly
ineffective, the President says. "To remove
"the tariff as a punitive measure against
"Trusts would inevitably ruin the weaker
"competitors struggling against them. Our
"aim should be, not by unwise tariff changes
"to give foreign products an advantage in
"our domestic competition, but by proper
"legislation to give domestic competition
"fair chance. And this cannot be reached
"by any tariff changes which would affect
"unfavourably all domestic competitors,
"good and bad alike. The question of the
"regulation of Trusts stands apart from the
"question of tariff revision." In the tariff
system, President Roosevelt claims the
welfare of the American worker is bound
up. But a readjustment of tariff can be
reached by reciprocity treaties, which, he
says, are greatly to be desired. Such
treaties can be used to widen the United
States markets and secure the lowering of
duties no longer needed for protection.
So in his commercial policy President
Roosevelt urges reciprocity with Cuba, a
convention with Great Britain, and recip-
rocal trade with Newfoundland.

As for the part of the Message dealing
with the external policy of the United
States, that does not call for much comment.
The gist of it we have had already by
telegram. Though "no independent nation
in America need have the slightest fear of
aggression from the United States," the
President goes on to say: "We have
"deliberately made our own certain foreign
"policies demanding the possession of a
"first-class navy. The Isthmian Canal will
"greatly increase the efficiency of our navy
"if the navy is of sufficient size, but if we
"have an inadequate navy then the building
"of the canal will be merely giving a hostage
"to any Power of superior strength. The
"MONROE doctrine should be treated as a
"cardinal feature of American foreign
"policy, but it would be worse than idle to
"assert it unless we intended to back it up.
"It can be backed up only by a thoroughly
"good navy." To Venezuela's disputes
with Britain and Germany President
Roosevelt does not allude by name, but
he tells the independent nations of America
that it behoves each one to maintain order
within its own borders, and to discharge its
just obligations to foreigners; when this is
done they can rest assured that, be they
strong or weak, they have nothing to dread
from outside interference. As so enter-
prised, the "MONROE doctrine" seems to us
entirely unobjectionable, and that the
United States President did not stoop to
catch votes by making more point of this
doctrine, as it is called, shows that Europe
does right in trusting to the honour and
good sense of the present occupant of the
White House to restrain the jingoism of his
country and the anti-foreign elements in the
smaller American republics from flouting
appeals to justice. So much of the Pres-
idential Message is to be regarded with
general satisfaction. That portion dealing
with domestic policy is far less likely to
please a great number of people, but
President Roosevelt is face to face with
problems of enormous difficulty, and is sadly
tied down by his Senate's attitude.

The last detachment of German troops from
the Shanghai garrison left Hongkong on the
König Albert yesterday on its way home.

Among the cargo brought to Manila by the
U.S. transport Sherman (which, by the way,
ran on an uncharted reef and stove in her bows
off the Philippines) was a consignment of nearly
two and a half millions of gold dollars.

The police are investigating a reported rob-
bery at the coffee-plantation beyond the Happy
Valley, where four Chinese, armed with
choppers, are alleged to have entered a mis-
sion and robbed the inmates of some money and
clothing.

The Japanese Representative in Mexico
telegraphs to the Foreign Office in Tokyo that
the Minister of Foreign Affairs submitted the
Budget to the Chamber on the 16th ult. and
that a long speech made by him on that occasion
seemed to indicate that Mexico has not at pre-
senty intention of adopting the gold standard

The U.S. marines at Cavite are to be relieved
by a draft of 300 men from Brooklyn.

Fourteen polo teams entered for the All-
Nations Tournament in connection with the
Delhi Coronation festivities. The following
was the draw for the first round.—Binas v.
First Bikanir team, Imperial Cadet Corps v.
Kuch Bohar, Ulwai v. Rifle Brigade, Shahpur
v. Patiala, Golconda v. Bharnagar, Jodhpur v.
Bhopal, Second Bikanir team v. 4th Dragoon
Guards; the 15th Hussars drew a bye. The
final is played this week.

A telegram to the *Mainichi*, dated Peking,
December 25th, says.—M. Lamsdorff, Russian
Foreign Secretary, has recommended the
Chinese Minister in St. Petersburg to draw his
government's attention to the advisability of
China's adopting a gold standard. The Minister
further stated that Russia is prepared to assist
China with the necessary capital by issuing gold
bonds. He explained to the Chinese repre-
sentative that no other alternative than this is
possible if China is to be delivered from the
financial difficulties under which she is suffering.

The following facts have been ascertained in
regard to the lines and construction of the new
America Cup defender. Outwardly she will
differ little from the 90-footers that Herreshoff's
have turned out during the last decade. She
will have the same spoon bow, the long over-
hang aft, and modified fin keel. She will have
slightly greater beam than had the *Constitution*,
and her keel will be longer and heavier, though
she will draw several inches less. Her sail-
spread will be about 15,000 square feet. Her
keel plates will be flanged and webbed in three
sections. Much of the bracing will be the same
as in the case of the former defenders. The
after-end of her lead keel appears to be the 2ft.
lower than the forward end.

The name of the rear-admiral who is in com-
mand of the new Russian squadron for the
Pacific station has been variously given as
Spackenberg, Stakenberg, and Stakelberg.
The name is of German origin, and if we accept
the German spelling the last form is correct;
though a close transliteration of the Russian
spelling would give us the form Stakelberg,
which is a phonetic rendering of the German
pronunciation of the name. Admiral Baron
Stakelberg was born in February, 1847. He
entered the Russian navy in 1866, and received
his commission as officer in 1871. From 1890
to 1892 he was in command of the gunboat
Gremyachitski; during 1893 and 1894 he com-
manded the *Stokelov*, training ship; and in 1896
he was appointed to the command of the Impe-
rial yacht *Polaris* (Polar Star).

The Battambang correspondent of the *Siam
Observer* wrote on the 5th ult.:—"The
"Sanctuary" at the French Consulate for
debtors and runaway servants is being broken
up and the inmates are dispersed. Possibly the
higher authorities have intervened, or the
refugees are no longer welcome. The greater
part have been sent to Phnom-penh." The same
correspondent observes:—"It is not very sur-
prising that the traders of this place dreaded
(in the past) the idea of the town being handed
over to the French when one considers the taxes
imposed on business men in French Cambodia.
Shops there are licensed in six grades, varying
from a first-class license, costing \$280, to a
sixth-class of \$36 per annum. In addition to
this the manager or proprietor is further
mulcted in from \$13 to \$80. The purchaser of
tobacco grown in French Cambodia must pay a
tax of \$20 per picul (Chinese). In general it is
the tax which is the most costly part of the
business, as tobacco can be bought at \$30 per
picul. At Saigon a customs duty of 30 per
cent. per 100 kilos is laid on goods imported
direct from Europe. Goods imported from
Singapore are charged 100 per cent. per 100
kilos. On goods landed in bond for Siamese
territory a duty of 20 per cent. is imposed.
English longcloth, shirtings, etc., are charged 3
cents per yd. The poll tax ranges upward from
\$13 to \$80."

THE IMPERIAL BIOSCOPE.

We would remind our readers of the entertain-
ment to be given to-night in the Theatre
Royal by the Imperial Bioscope and Animated
Picture Co. The stock of pictures is entirely
new, having been brought out by the *s.s. König
Albert*; there will also be shown a number of
local pictures illustrative of Chinese life, scenes
in Canton and Hongkong, including a view of
a ride down the Peak Tramway.

FATAL BOATING ACCIDENT.

Information reached the Central Police
Station yesterday morning that on the previous
afternoon a cargo boat capsized in a squall
opposite the wharves of the Kowloon Godown
Company. All the occupants were thrown
into the water, and three children sank before
assistance could reach them: one was aged one
year, another eight years, and the third twelve
years. The rest clung to the boat until picked
up by a passing launch.

SAD DEATH.

Inspector J. Hood, a retiring member of the
Sanitary Board staff, who on Friday last was
made the recipient of a handsome set of silver-
ware from his fellow-officers on the occasion of
his leaving the service, invalided, on pension,
died at 3.50 yesterday morning, aged 29 years,
at the residence of Mr. Bavington, Public
Works Department, and in the afternoon was
buried in the Happy Valley, the funeral pro-
cession passing the Monument at 4.30. The funeral
was attended by a large number of the Sanitary
Board staff and of the members of the Police
Force. Hon. Dr. Clark was among the
mourners. Many wreaths were placed on the
grave. Much sympathy is felt for Mrs. Hood
and her child. The family were to have sailed
in the *König Albert* yesterday for England.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th January, 7.30 p.m.

GERMANY NAVY BUDGET.

The German Navy estimates provide for
a recurring expenditure amounting to
93,500,000 marks and a non-recurring
expenditure of 104,000,000 marks for ship-
building and armaments. Kiaochau's
demand shows an increase of 17,722 marks.

THE DARDANELLES SUBTERFUGE

Great Britain has addressed a protest to
the Porte against the passage of four
Russian destroyers through the Dardanelles.
Russia maintains that a disarmed vessel
flying a commercial flag cannot be regarded
as a warship.

AMOY RACES.

[FROM OUR CORRESPONDENT.]

Amoy, 7th January, 7 p.m.

THIRD DAY.

The following are the third day's results:—

LEDGER CUP.	
Diagnos	1
Style	2
Valour	3
FORMOSA CUP.	
Ion	1
Deceit	2
Calibre	3
JONES' PURSE.	
Style	1
Blueberry	2
Loch Slapin	3
LOTTERY CUP.	
Orion	1
O.K.	2
Star of Cork	3
CONSOLATION CUP.	
Dwarf	1
Valour	2
Style	3
NIL DESPERANDUM.	
Catcher	1
Faith	2
CHAMPIONS.	
W. G.	1
Little Willie	2
Style	3

REUTER'S SERVICE.

LONDON, 5th January.

ELECTION NEWS.

The election at Newmarket has resulted in a
Liberal gain, the Liberal candidate receiving
4,414 votes against Mr. Leonard Brassey's
3,907.

MOROCCO.

The Sultan of Morocco has astutely effected
a public reconciliation with his brother and
appointed him Governor of Fez.

VENEZUELA.

It is reported in New York that General
Castro is in a desperate plight with an empty
treasury, that he is approaching the insurgents
and has abdicated or is about to abdicate.

RUSSIA AND CHINA.

It is announced in St. Petersburg that the
restoration of the Imperial palaces at Mukden
to China began on the 3rd instant.

LONDON, 6th January.

GERMAN NAVY ESTIMATES.

The German Navy estimates show a net
increase of 8,000,000 marks and the Army
estimates a decrease of 3,000,000 marks.

ILLNESS OF THE KING OF SAXONY.
The King of Saxony is ill and in a critical
condition.

SOCIETY MARRIAGE.

Mr. St. John Brodick has married Madeleine
Stanley, the daughter of Lady Jeune. Mr.
Balfour was the best man.

THE RECENT BYE-ELECTION.

The Liberals throughout the country are
jubilant at the Newmarket victory, which they
regard, in conjunction with the latest by-
elections, as an incontestable demonstration of
the growing unpopularity of the Government.

THE SUEZ CANAL.

Sir Thomas Sutherland has been appointed
vice-president of the Suez Canal, in succession
to Lieut.-General Sir John Stokes, deceased.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day,
the 8th January, at 4.15 p.m.

ORDER OF THE DAY.

1. Application for permission to erect three
water-closets in a building on I. L. No. 1,683.
— G. A. WOODCOCK,
Secretary.

AGENDA.

1. Correspondence relative to the completion
of the urinal on the Praya near Queen Street.
2. Reports of the analysis of the public water
supplies for the month of December, 1902.
3. Time-washing Return for the fortnight
ended January 3rd, 1903.
4. Rat Return for the 9 days ended December
31st, 1902.

ENQUIRIES INTO COLLAPSES
OF BUILDINGS.

TUNG LOI LANE.

An enquiry was opened yesterday afternoon
before Mr. F. A. Hazland and a common jury
into the circumstances attending the fatal
collapse of two houses in Tung Loi Lane (near
the Harbour Office) on 12th November last.
Mr. F. B. L. Bowley, Crown Solicitor, appeared
on behalf of the Crown, and Mr. H. W. Looker
on behalf of the contractors and shorers, the
Wing Sing firm, and the architects, Messrs.
Leigh and Orange.

The jurors were—Messrs. W. Goldenberg,
C. H. Blason, and E. W. Terrey.

Addressing the jury, Mr. Bowley said the
object of their being there was to enquire into
the causes of the deaths of two Chinese
labourers, one of whom was killed at the time
of the collapse and the other of whom died in
hospital on the same evening from injuries
occasioned by the collapse. It would be the
duty of the jury to enquire into the causes of
the deaths of these two men and to ascertain
whether, in their opinion, blame attached
to anyone. Evidence would be adduced to show
that a number of houses in Wing Lok Street,
beginning at No. 128 and ending at No. 136,
were in process of being rebuilt, and the most of
the old houses had been pulled down. The
houses in Wing Lok Street were back to back
with those in Tung Loi Lane, and the party wall
separating No. 128 from No. 129, Wing Lok
Street had to be pulled down and rebuilt. At
the time of the collapse the adjoining houses
had been in great part pulled down, but a
portion in Tung Loi Lane was standing
as high as the level of the first floor—about
14 feet. The party wall between Nos. 12 and
14, Tung Loi Lane collapsed right down to
the first floor level, and that necessarily
involved the falling-in of the two upper
floors and the roofs of each of these two
houses; a great portion of the first floor also
gave way. The collapse occurred about two
o'clock in the day, and at the time there were
two bricklayers at work in the kitchen on
the third floor of No. 12. One of these
men escaped in time, but the other went
down with the house and sustained injuries,
from which he died that evening in the
Government Civil Hospital. Neither of these
two men had anything to do with the building
operations; they were simply doing some small
repairs for the owner of No. 12. At the same
time a number of bricklayers who were engaged
on the building work were stacking bricks, and
one of them was killed. Four other bricklayers
who were also buried in the debris were
extricated by the police, and were not
seriously injured. There were two theories
to account for the collapse, both by inter-
ested parties and both conflicting. One would
be supported by the owner of No. 12 and the
other by the contractor. One of these theories
was that the alterations to No. 12 were not
carried out with sufficient care and skill, and
that in consequence the party wall between
Nos. 12 and 14, being disturbed by the building
operations, fell, and in falling brought down
the two houses. The other theory probably
would be that the first floor of No. 12, which was
supported by a double set of joists, was very
heavily laden at the time of the accident. This
floor was used practically as a godown by the
occupier, and there was no doubt that at the
time of the accident there was a large quantity
of various goods stored there, and it might be
that the weight was excessive and the floor not
sufficiently strong to support it, causing it to
give way and thus bringing on the collapse.

It would be for the jury to decide whether the
accident was due to the breaking of the floor or
to the fall of the party wall. He taking down
of the wall of No. 14, the jury would see, was a
risky operation which must necessarily endanger
the stability of the house, and unless proper care
and skill had been exercised in the operation it
would be for the jury to find that the persons
responsible were negligent, and that their
negligence brought about the accident.

Mr. Looker said the jury had not to find out
whether any blame attached to any one, but
simply whether there had been any criminal
negligence. There was a deal of difference
between criminal negligence and blame.
His Worship agreed that the word "blame"
was a little wide, and said he would make the
matter clear to the jury when they had heard
the evidence and before they gave their verdict.
Formal evidence having been taken, Yik
Foo Mun, manager of a Chinese mercantile
firm occupying, before the collapse, premises at
124, Wing Lok Street and 12 Tung Loi Lane,
said that at the time of the collapse, on the first
floor of No. 12, there were 40 bags of pepper,
50 bags of sugar, and 10 cases of tobacco,
the total weight of which was about 84 tons.
When the firm rented the premises this floor
was strengthened by the placing of five beams
under it.

The hearing was afterwards adjourned until
to-day at 2.15 p.m.

FOOTBALL.

This afternoon on the Happy Valley the
Hongkong Football Club will play H.M.S.
Albion under Rugby rules. Kick-off at four.
The Club will play in striped jerseys. The
following will play for the Club:—
Knorr, full back; Barnes, rthar, Graham,
and Lemarchand, three-quarters; Jordan
and Paddy, halves; Wolfe, Chard, Cooper, Crake,
Boyd, Clark, and two others, forwards.

HOCKEY.

There will be a Cup match this afternoon,
on the Club ground, at 4 p.m. sharp, when the
Club will play H.M.S. *Ocean*. The following
will play for the Club:—
C. A. Parker, R.N., goal; L. Murphy and
Mr. Donkin, R.N., backs; C. P. Chater, Lt.
Quennell, A.O.D., and Lt. Solislet, R.N.,
halves; J. Hooper (Captain), P. P. J. Wode-
house, Dr. Dartnell, R. H. Carter, R.N., and
O. J. Barnes, forwards.
Referee—T. C. Gray.

The match will be one of unusual interest, as
both teams are strongly fancied for the Cup, and
it should produce a keen struggle.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Darn-
stadt*, carrying the German mails with dates
from Berlin of the 9th ult., left Singapore on
the 5th inst., at 6 p.m., and may be expected
here on the 11th inst., at 6 p.m.
The T.K.K. steamer *Nippon Maru*, with mails,
&c., leaves Yokohama on the 8th inst. for usual
ports of call and Hongkong.
The P. & A. steamer *Indrapura* arrived at
Portland (Or.) on the 6th inst., a.m.
The P. & A. steamer *Indrauma* left Yoko-
hama on the 5th inst., p.m., for Portland (Or.).

SUPREME COURT.

Wednesday, 7th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUNISH JUDGE).

A REBUTT FROM THE BENCH.

A case was called in which Tam Tao Tai,
contractor, sued another contractor, The Chin
Tung, for the sum of \$379 54, being principal
and interest due upon a Chinese promissory
note; there was also a cross-action for \$385.36
in respect of work done and materials supplied.
Mr. E. C. Pontifex appeared for the plaintiff
in the original action and Mr. Paget Hett for
the defendant.

Mr. Pontifex said he desired to ask his Lord-
ship for an adjournment till 11 o'clock. Mr.
Harston, who had charge of this case, was
engaged at the Police Court on a case which
had been adjourned from the previous day. He
himself had not gone into this case and was
unable to go on with it.

Mr. Hett said he had no objection to an
adjournment.

His Lordship—But I have; the case is fixed
for a quarter past ten.

Mr. Pontifex—Mr. Harston could not really
help it. This case at the Police Court was
adjourned in the afternoon till this morning.

His Lordship—I don't care twopenny about
the Police Court. It has not been the custom
here to adjourn cases because of Police Court
proceedings, and I am not going to begin it now.

As a matter of fact, Mr. Harston, instead of
being here to conduct this case, is earning money
somewhere else.

Mr. Pontifex—But, your Lordship—

His Lordship—I cannot grant the adjourn-
ment you ask for. The case will go on next
Friday's list.

Mr. Hett—And the costs of the adjournment?
His Lordship—You are entitled to costs for
this appearance.

The Court adjourned.

POLICE COURT.

Wednesday, 7th January.

BEFORE MR. F. A. HAZLAND
(POLICE MAGISTRATE).

ALLEGED ASSAULT.

Li Tong and Chui Chung were committed
for trial for alleged assault on 318, Queen's Road
West on the 27th ult. Mr. J. S. Harston
appeared for the defence.

The circumstances attending the arrest of
the men were rather peculiar. Before the
magistrate was noticed a loking was passing the
house and saw the two defendants run out. He
thought they were thieves, and immediately
pounced on them in custody. The hands of one
smelt strongly of kerosene oil, but the circum-
stances was not particularly noted until after
the fire, when the charge on which they have
been committed was preferred against them.

DEMANDING EXCESSIVE FARE.

Some days ago a midshipman on the *Oresey*
engaged a sampan at Murray Pier to take him
to his ship. An arriving alongside he tendered
twenty cents, but the woman in charge of the
sampan refused to accept it, demanding more,
and prevented the midshipman from leaving the
sampan by the simple process of shoving out into
the stream. She was subsequently summoned,
and when his Worship heard the evidence he
imposed a fine of \$10.

NEW U.S. ADMIRAL FOR ASIATIC
STATION.

A New York telegram states that Rear-
Admiral Philip H. Cooper has been designated
by the Secretary of the Navy to succeed
Admiral Frank Wildes on the Asiatic station.
Rear-Admiral Cooper is the junior rear-admiral
of the Navy, having been recently appointed
from captain. Previous to his promotion he
was in command of the forces of the Navy in
Samos. Admiral Wildes, whom he succeeds,
has been examined and pronounced by a medical
board unfit for

ROYAL HONGKONG YACHT CLUB.

The 4th Club race was sailed on Saturday afternoon in the strongest breeze of the season. So strong was it that most of the yachts except *Dione* were reefed, though, as the wind chopped considerably during the afternoon it is doubtful whether they scored by their caution.

In the first class *Dione* had another very easy win. The breeze seemed to suit her and she obtained a commanding lead in the first ten minutes. Off Causeway Bay she carried away her jib halyards and the *Vernon* crossed ahead of her while the *Alannah* was being repaired, but the next time the boats crossed the lead was seen that *Dione* had recovered the lead. *Alannah*, though going well, was hopelessly outdistanced by the other two and never had a chance.

In the one-design class the *Bonito* showed something of her old form and led to the Channel Rocks the first time round. At the Rocks the *Colleen* making a smarter turn out her out and got ahead and *Bonito* could never get past her again. The *Bonito* had a reef in while the *Colleen* went out with her whole sail; had the breeze held it, seems probable that *Bonito* would have fared better, but even as it was the boats were so close together all through that it is clear that *Bonito* did not lose much by reducing her sail.

In the 2nd class the *Iris* led throughout, but the strong wind just suited the old *Payne*, who saved her time easily.

4TH CLUB RACE—Official times.

First Class	H. M. S.	Pts. Total
1 <i>Dione</i> ...	4 8 35	10 31
2 <i>Vernon</i> ...	4 10 0	4 12
3 <i>Alannah</i> ...	4 14 20	1 16

ONE-DESIGN CLASS.	H. M. S.	Pts. Total
1 <i>Colleen</i> ...	4 27 0	10 11
2 <i>Bonito</i> ...	4 28 8	4 5
3 <i>Erica</i> ...	4 28 40	1 15
0 <i>Kathleen</i> ...	4 30 0	15

Kathleen has returned a protest against *Erica*.

Net Total time points.
2 *Iris* ... 4 44 50 4 44 50 34
3 *Maid Marian* ... 4 45 50 4 44 55 10
1 *Payne* ... 4 50 44 4 42 49 15

This race was sailed under the old handicap. On Sunday the 6th Club Race was sailed in a moderate North wind, which gave a plain sailed race all round the course.

In the first class the two new boats again showed their marked superiority over *Alannah*, beating her by some 6 minutes on a 10-mile course. The start was a fluky one, the wind falling to almost a flat calm for two or three minutes. *Dione*, very smartly handled, picked up the wind first and got away with a nice lead from the other two. This lead *Vernon* slowly but surely reduced, but could not quite succeed in the distance in wiping it out altogether and a very fast race ended with another win for *Dione*. In the one-design class the *Bonito*, sailed by Mr. J. Hastings, scored her first win. The *Colleen* led at the first mark, but was caught by the *Bonito* just before the Coast Rock buoy was reached and having to concede the inside berth was passed at the mark and could never get on even terms again. The *Erica* came up fast in the somewhat fluky wind near the line and just beat *Colleen* for 2nd place.

The prevailing wind made the 2nd class race a gift for the *Payne*. The old boat can reach nearly as fast as the best of her class and it is only in windward work that she is markedly inferior to the others: so that though the *Doreen* established a good lead early in the race and continued adding to it throughout neither she nor the others had a chance of saving their times on the *Payne*.

6TH CLUB RACE—Official times.

First Class	H. M. S.	Pts. Total
1 <i>Dione</i> ...	3 21 50	10 45
2 <i>Vernon</i> ...	3 22 10	4 25
3 <i>Alannah</i> ...	3 27 35	1 16

The totals include the points in the 5th Club Race, *Alannah* having withdrawn her protest.

ONE-DESIGN CLASS.	H. M. S.	Pts. Total
1 <i>Bonito</i> ...	3 35 47	10 15
2 <i>Erica</i> ...	3 37 10	4 15
3 <i>Colleen</i> ...	3 37 30	1 12
0 <i>Kathleen</i> ...	3 38 40	15

The totals do not include the points in the 5th Club race, the protest as to which has not yet been decided.

SECOND CLASS.

Net time points.	H. M. S.	Pts. Total
2 <i>Doreen</i> ...	3 52 0	3 49 30 4 4
3 <i>Maid Marian</i> ...	3 53 30	3 52 40 1 11
1 <i>Payne</i> ...	3 54 0	3 44 50 10 25
0 <i>Iris</i> ...	3 54 3	3 54 3 34
0 <i>Chanticleer</i> ...	3 57 50	3 55 20 1

This race was sailed under the revised handicap. The totals do not include the points in the 5th Club race.

COMMODORE'S CUPS.

The races for these Cups will be sailed on Saturdays, 10th and 17th January. Full particulars will be published later.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR JANUARY.

The following were the only cards returned:—

CAPTAIN'S CUP.	Score
Mr. C. W. May ...	88—6=80
Mr. E. V. D. Parr ...	103—15=88

23 entries.

POOL.	Score
Mr. C. G. Matthews, R.N. ...	99—29=70
Mr. C. W. May ...	86—6=80
Dr. W. N. Martin, R.N. ...	96—14=82
Dr. W. L. Drew, R.N. ...	99—15=84
Mr. E. V. D. Parr ...	103—15=88

31 entries.

The quarterly meeting for the MacEwen, Richardson and Bogy Cups takes place from Friday, 9th, to Monday, 12th January, 1913.

CANTON.

[FROM A CORRESPONDENT.]

Canton, 5th January.

ALLEGED INCENDIARISM.

In the beginning of February last year the German School at Luk Hang Village, in the Fa Yuen District near Canton, when nearing completion, was destroyed by fire. It was alleged that the outbreak of fire was due to the act of an incendiary, so the German Consul took up the matter and communicated it to the Viceroy and at the same time claimed \$20,000 damages, being the cost of the building of the school in question. The Viceroy on receipt of the communication forthwith ordered a *net* to be instituted enquiring into the matter. Owing to his inability to find out the real cause of the origin of the fire, the Viceroy appointed another *wei-yuen* in the person of Li Chi to take up the matter. This gentleman is the Secretary to the Hoppo of Canton and speaks very fluent English. He is very highly respected by the foreign Consuls in Shanghai. In fact, he has on occasions previously been appointed by the Viceroy to enquire into matters of dispute arising between Chinese and foreigners, and all such enquiries conducted by him have been settled in a most friendly manner. The Viceroy has undoubtedly realised the valuable services of this gentleman, hence he was again appointed to enquire into the present case.

Li Chi has recently, in consequence of the instructions received from the Viceroy, proceeded to the scene of the fire and instituted enquiries into the matter. The enquiries were conducted in conjunction with the Vice-German Consul of Canton, Sham Yuk Toi, ex-Magistrate of the Hengshan District, and Colonel Yang, Commander of the Shanghai Guard. Several native converts were brought forward to prove the alleged incendiarism, but unfortunately none of them seemed to know how the fire originated. It appeared that the contractor who undertook to build the school in question had a matchbox near by. This matchbox was used as a workshop by his workmen for sawing timber and for other purposes in connection with the building of the school; somehow or other, it caught fire and the conflagration spread all over the place, and the school subsequently caught fire and was completely destroyed. Fortunately the chapel and the mission house which were close by escaped. However, as none of the native converts who came forward as witnesses were able to prove the case, the claim of damages fell to the ground. Li Chi therefore reported the matter to the Viceroy and recommended that the claim in question could not be entertained and should be disallowed. The German Consul was communicated with accordingly.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 5th January.

MYSTERIOUS TRAGEDY.

Off Suabae, a large place, situated midway between here and Hongkong, over a hundred dead bodies were picked up, floating in the water, a few days back. The first intelligence of this sad affair was received here on Friday last, when a Chinaman came to Swatow from Suabae and solicited funds to enable the people there to bury the bodies of the unfortunate dead. Regular steam launches ply between this and Suabae, and between this place and Hongkong. As yet no further light has been thrown on this affair, which forcibly indicates that a steamer must have met with an appalling disaster somewhere between here and Hongkong, as junks never, or very seldom, carry any large number of passengers. As in such circumstances various rumours are generally circulated, I state with great reserve one that has been freely repeated here for the past two days, namely that the *s.s. Chow Tai*, one of the North German Lloyd vessels, is supposed to be the victim of the calamity.

COREAN NOTES.

[FROM A CORRESPONDENT.]

Mokpo, 24th December.

CABINET CHANGES.

Some changes have just been made in the Korean Cabinet, Min Yang Chuk having been appointed Minister of Education, Kim Sog Kum of Finance, Ye Sei Kwuk of Justice, and Kim Chon Hyan of the Home Department. Yi Yong Yik, after his dismissal from office, was banished from the Imperial Court and is said to have left for Kyajun by a Russian man-of-war.

THE JAPANESE REPRESENTATIVE.

Mr. Hayashi, Japanese Minister, left Chemulpo for Japan on the 21st inst. and is expected back at the end of January.

THE FUSAN FIRE.

The Emperor of Japan has very kindly presented the sum of 1,000 yen to the sufferers from the fire in the Japanese settlement at Fusan.

COREANS FOR HAWAII.

It is reported that the first batch of Korean emigrants for Hawaii, to the number of 50, will leave Chemulpo in the course of a few days. The importation is under the control of the U.S. Government.

Under the heading of "Cricket" in a Rangoon paper we find the following, dated Calcutta, December 16:—The Committee which has been sitting in Calcutta to discuss the proposals that have been made for amending the Presidency Banks Act, has concluded its labours. It is understood to have recommended legislation to remove the restrictions now imposed upon the Presidency Banks in the matter of lending money to district board and assisted branch railways; its recommendations will now be considered by the Government of India.

PAKHOL.

[FROM OUR CORRESPONDENT.]

Pakhol, 2nd January.

ESTABLISHMENT OF A GERMAN CONSULATE.

The establishment of a German Consulate at this port, which has long been spoken of, has become an accomplished fact at last. Dr. ... Madra arrived here in November last to take charge of the Consulate, and, in the absence of a proper building for the purpose, he is putting up at a private residence where he has been carrying on the work since the 1st December, pending the erection of the Consular building, the work on which is now approaching completion. As you may probably know, German interests here were formerly represented by the British Consul. The arrival of Dr. Madra to create the Consulate before the erection of a proper building has even commenced, as German affairs here, of late have taken such an important aspect as to warrant the immediate presence of a Consul. Dr. Madra, is also to represent Germany in the neighbouring port of Heliow. European interests here are now represented by no less than three Consuls—British, French, and German.

THE REBELLION IN KWANGSI.

The *s.s. Hongkong* arrived here last week with over five hundred braves from Canton to replace the garrison in Tamchong, which has been depleted recently through sending reinforcements to Nanning to quell the rebellion in Kwangsi. It is reported that no less than four villages have fallen into the hands of the rebels.

RELEASED BY THE PIRATES.

Telegraphic advices were received here last night stating that the principal of the firm of Ching Tze & Co., of this port, by name Kwan, who had been held for ransom by pirates in the Kowkong district, near Canton, some time last month, is now released, after paying an enormous sum of money to his captors. As the man in question is well known here as well as elsewhere, the news cannot be received with gratification by his friends, who were deeply concerned as to whereabouts and how he fared in the hands of the scoundrels during the late severe weather, for he was a man of nearly sixty summers.

CHRISTMAS AND NEW YEAR.

Christmas Day was observed as a holiday, and it passed off most uneventfully, the weather being miserably dull and rainy, so much so that the athletic sports arranged for that day had to be postponed in consequence.

The New Year was also observed as a holiday, and being greeted by bright weather, the athletic sports held over from Christmas Day came off successfully and were well patronised by the foreign community. The natives flocked in thousands to see the fun, this being the first time such an open-air amusement was arranged in the port. The following are the various items of the events:—

1. MENAGERIE RACE, 50 yards (handicap). One prize.
2. LORREIRO'S GOOSE ... One prize.
3. PUTTING THE SHOT (16 lbs.) ... One prize.
4. G. E. Ball ... One prize.
5. STONE AND BUCKET RACE. One prize.
6. V. Drayson ... One prize.
7. 100 YARDS FLAT RACE. Two prizes. 1st prize presented by the Commissioner, E. O. Reis, Esq.

8. A. Brand ... One prize.
9. V. Drayson ... One prize.
10. E. O. Reis ... One prize.
11. V. Drayson ... One prize.
12. THREE-LEGGED RACE. Two prizes.
13. L. Loreiro and V. Drayson ... One prize.
14. LONG JUMP. One prize.
15. G. E. Ball ... One prize.
16. WHEELBARROW RACE. One prize.
17. G. E. Ball ... One prize.
18. TWO-UP-WAB, "Strong v. Weak." Six a side. It is needless to say the "Stronger" got the best of it.

L. Flayelle, Esq., Consul of France; H. A. Little, Esq., British Consul; and E. O. Reis, Esq., Commissioner, I. M. C., consented to act as judges and starters, but M. Flayelle being absent at Haiphong, Dr. Abbadozi acted in his stead.

The following gentlemen formed the Executive Committee:—Dr. Abbadozi, A. Brand, Esq., and Dr. J. H. Lowry.

Great praise is due to the gentlemen of the Committee and to the members of the Customs staff for the able manner in which they adapted the vacant place of ground alongside the British Consulate for the accommodation and comfort of the victors. Order was kept by a gang of braves and the Customs boatmen, kindly lent by their respective superiors.

CHOLERA IN THE PHILIPPINES.

The returns of the cholera epidemic in the Philippine Islands last year shows an appalling death-roll. In all, the number of cases reported was 120,974, of which 78,816 proved fatal; the mortality rate being 65 per cent. Of this number 4,545 cases existed in Manila, with 3,418 deaths. The Philippines suffered most heavily with 3,939 cases and 3,106 deaths; Chinese 339 cases and 179 deaths; Americans, 150 cases and 76 deaths; Europeans, 61 cases and 38 deaths. At the present moment Manila is practically free from the disease, but the provinces of Misamis Capiz, Zamales, Antique and East Negros are badly infected.

IMPROVEMENTS IN SUEZ.

The Norddeutscher-Lloyd steamer *Grosser Kurfurst* (3,180 tons), which sailed from Southampton early in November, was the largest mercantile steamer that has passed through the Suez Canal, and that a steamer of this tonnage could make the passage without difficulty is proof of the improvements which have of late been made in the canal both by dredging and widening. The biggest warships to pass through the canal are the *Terrible* and the Japanese battleships *Yasama*, *Shikishima*, *Asahi*, and *Mikasa*. The latter vessels, though not so long as the *Grosser Kurfurst*, are more difficult to navigate through the canal owing to their great breadth.

RIVAL "PHILANTHROPISTS."

"Henry Clay Frick, the coke magnate, will give to the city of Pittsburgh a great university that will make the much-talked-of polytechnic school of Andrew Carnegie look like 30 cents." These were the exact words of a statement issued this afternoon (says a Pittsburgh, Pa., despatch of the 23rd November) by a close friend of Mr. Frick, who is thoroughly conversant with all of his affairs. The gentleman refuses to permit his name to be used, but his standing is so high that there is no doubt of the authenticity of his statement. Since Mr. Frick left the Carnegie Steel Company, after what he claimed was a rough deal from Mr. Carnegie, the two have been bitter enemies. Mr. Frick has done everything in his power to make the efforts of Mr. Carnegie look cheap. Some years ago Mr. Carnegie erected what was then the finest office building in Pittsburgh. After the quarrel Mr. Frick bought the property all around it. He has just finished the Frick building, an immense structure which towers above the Carnegie building, which it adjoins, and makes it look like a pigmy. Directly across the street he will soon commence the erection of a mammoth hotel. Some time ago Mr. Frick purchased from the Schenley estate a plot of sixteen acres of ground directly opposite the Carnegie Institute. There were rumours that Mr. Frick would give Pittsburgh an institution of some kind that would out rival the Carnegie Institute. No sooner had Mr. Carnegie heard the story than he offered the city a polytechnic school. That was some months ago, but the affair has been "hanging fire" ever since, on account of the city not being able to select a site. Last week the site was secured. No sooner was the polytechnic school matter settled than came the announcement that Mr. Frick will again outstrip his former partner. According to the authority that gave out this statement Mr. Frick will not only pay for the erection of the buildings, but will give the ground upon which the university is erected, and then set aside \$2,500,000 as an endowment fund, or as much in addition as may be necessary. It has always been one of the rules of Mr. Carnegie, in making donations, to stipulate that the city should furnish the site and pay for its maintenance.

The amount of money which Mr. Carnegie gave for the polytechnic school was five million dollars. In a speech that he made during his last visit here he said he would give as much more as was necessary. But the plot that the city secured for this school is an insignificant one, and probably would not hold more buildings than have already been provided for.

According to the statement which leaked out no matter what amount of money Mr. Carnegie spends on his buildings for the polytechnic school, Mr. Frick will double the amount. Mr. Frick has several noted architects traveling in Europe studying the most elaborate styles of architecture. The bitter feeling which existed between Messrs. Frick and Carnegie started about three years ago. Mr. Frick, desiring to secure Mr. Carnegie's holdings in the steel concern, offered the Lord of Skibo two hundred million dollars for his stock. He gave one million dollars for the option. At the last moment Mr. J. P. Morgan, who was in the deal, backed out, and Mr. Frick was unable to raise the total amount.

DISGRACEFUL AFFAIR AT NAGASAKI.

A correspondent who signs himself "Peace and Order" writes to the *Nagasaki Press* as follows:—"I think a very strong protest should be made against a repetition of the recent action of the U.S. transport officers in letting loose upon the community a gang of undisciplined, ruffianly, filthy-lunged set of blackguards such as were permitted to come ashore from the *Logan* last Monday. The 1,500 men carried by this vessel were known to be bad characters, and it shows very little thought for the reputation of the U.S. Army or for the well-being of Nagasaki residents that the Quartermaster in charge should have permitted them ashore."

A sequel to this is furnished by the report that a fatal accident occurred on the evening in question near Matsuyama. An American soldier from the transport *Logan*, named Charles (P) had been ashore during the day, and as the result of his visits to the grogshops of the town, had by seven o'clock reached a condition of stupid intoxication. At 7 p.m. he was crossing the bridge mentioned, and staggered against the low wall near the police-box, and fell into the harbour. He was rescued by the police, and was at once taken to the Customs office, where he was stripped. Under the direction of Dr. Kamiyoshi everything possible was done for him. Artificial respiration was tried, and strechnik was injected by way of increasing the heart's action. The man gave flickering signs of life at one time, but this was momentary, and he expired shortly afterwards. It is probable that death was due more to the shock to the system by his sudden immersion than to any other cause. Two officers of the *Logan* chanced to pass the Customs office while the dead man was lying there, and they took the body on board the transport.

"OIL PAINTING MADE EASY."

The "epoch-making" disc very of solidifying oil-colours into cylindrical sticks, so that painters may dispense with the paint-brush and palette, as described by the Paris correspondent of the *Times* recently, does not meet with universal acceptance in England. In the description referred to it is stated that the solid oil-colours contain exactly the required quantity of oil, and that a picture can be painted in a quarter of the time taken under the "old system." The well-known Royal Academician Mr. W. Quiller Orchardson, in an interview with the *City Chronicle* representative, smilingly declared that this new royal road to art led anywhere—except to art. "This and similar devices," he said, "arise from the craving to do things easily; but all are merely an invention of the enemy. I believe there came an American visitor to this country some years ago with a scheme of oil-painting in which the paint was merely sprayed on to the canvas by mechanical means. The Parisian suggestion would appear to be pastel-painting in oil, practically oil-crayons. But it will not do, for the oil is no substitute for brains and artifice is on our part. It is the selection and mixing of the colours that makes the difference between the painter of genius and the common, or garden, 'Jaunty.' It is not the putting on of the paint that takes the time. No young artist with any individuality is likely to adopt this French method. If he have the true spirit and genius within him, he will be faithful to his brush and palette, and he will not accept ready-mixed colours. If the artist have not individuality, it matters little what devices he adopts."

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Hongkong, 15th November, 1902.

CHINA AND THE CHINESE.

The Shanghai correspondent of the *Morning Post* in a letter points out that we have really done little by the military operations in China during the last two years. The proceeds of Foreign armies can do little or no good in China. Were all the armies in Europe to march and counter-march through this Empire the sole result would be devastated territory. The few people who, like myself, have travelled through the regions in which the Tai-ping rebels operated over fifty years ago, and which have not to this day recovered one-half of their former prosperity, will realise the futility of military action in the interior of China, away from the main waterways. The extent of foreign military menaces against the Chinese Empire has a limit, and that limit is far shorter than is generally supposed. Again, we hear on all sides what the various Powers propose to do with China in trade and other matters. Now the foreign merchant or *taipan* from China who visits home at intervals of years is looked on with cordiality by his club friends. What tales he relates of wonderful commercial exploits among the Celestials! He is a genial fellow, of times sleek, has a well-fed air, conveying to those with whom he comes in contact the idea that his life runs on easy lines. Nor does his appearance belie him. His friends imagine, no doubt, that his only effort in Eastern China is to shake the dollar tree and collect the silver. They would wonder—perhaps indignantly—regulate your statements about him. We hear of them in an object slave, bound hand and foot to the Chinese, who are his masters, and that his sole concern daily is perhaps to arrange his bank credits for imports or exports. The foreign merchant, with few exceptions, is little more than the chief clerk of his Chinese comprador, who arranges all the Chinese business as to buying and selling between the foreigner and his Chinese customers. He pays the bills on behalf of the firm, and in the case of small merchants the accounts for even his daily expenses. For every dollar that the so-called merchant makes, his comprador takes two in his own pocket. Why not? He has all the same in his own hands. The foreigner, through ignorance of the *modus operandi* of Chinese mercantile affairs, and of the language, is completely at the mercy of his comprador. Some of our largest firms in the Far East are completely dominated by the comprador, at least in all that relates to native commerce. Perhaps the largest share in the whole business really belongs to the Chinese. The days of the old merchant prince are past, and the money of the original founders or senior partners of the old firms was transferred to Lombard Street at a better rate of exchange than is now obtainable. We hear of them from time to time about the doings of syndicates in China, how one is to run a line of railway between certain points, while another is to be used for the development of rich coal, iron, or copper mines. It is one thing for a foreigner to obtain what may be a really valuable concession, but it is quite another for him to work it. It is popularly believed at home that once an Imperial edict is issued all is right. It is but the beginning of the trouble. Without Chinese goodwill nothing can be achieved. In our settlement at Shanghai it would be interesting to learn what proportion of the land is really owned by foreigners and how much of it by the Chinese. As a matter of fact, though nominally a purely foreign settlement, it is crowded out in many places by natives. The Chinese tribe foreigners to purchase property for them and register it in the British Consulate General in the foreign name. The fact is that, despite all that is said, the foreigner in China is insignificant. Great Britain has just concluded a treaty with China which suits the native far better than our own traders. Such is the existing state of things, but it is difficult to say what it may be hereafter. These Chinese students who are studying in Europe, America, and Japan, as well as at schools of foreign instruction in their native land, begin to induce their fellows to adopt foreign methods that may be serviceable to their country. That time will come perhaps, sooner than we expect. But what then? The much-detested foreigner may have to go, and a *regime* will ensue in further Asia that may not be pleasant to contemplate. There is very little that the Chinese cannot learn to do as well as any European or American. At the rate at which things are moving it may not be many years before the foreigner becomes superfluous in China as he now is in Japan. With such capable leaders as Wu Ting-fang, Sir Chihchen Lohfonglu, Sir Chingling Liang, and others to guide the destiny of the Reform Party, great things may be expected within the next 20 years.

The *France Militaire* publishes some extracts from the report of General Vayron on the looting by the French troops in China, in which he states that there were only some individual cases of looting difficult to prevent, but after the behaviour of the French troops was better than that of the troops of other nations. The French troops arrived under the walls of Peking almost totally unprovided with food, and with insufficient covering for the night, the want of both food and night-clothing having been already felt on the line of march. Most of the houses were abandoned, and what was found in them in the shape of food and bedding was appropriated for the general use of the troops, but as soon as the inhabitants returned nothing was taken officially (without a proper receipt being given). No doubt some small objects were taken by individual soldiers, which was scarcely to be wondered at, considering the bad example of other troops. It should, however, be added that the inhabitants had taken away or hidden most of their greatest losses were due to marauding bands of Chinese, who knew best where to find the hidden objects. With regard to the looting of the palace of Prince Li by the French missionaries, assisted by their native courtiers and the French soldiers and sailors stationed at the Peking, each soldier and sailor received a cheque, payable in France, for 2,000 francs from the missionaries for their services. The next morning early some of their comrades stationed elsewhere, hearing of what had been done, came and took some ingots of silver away from the Li Palace on their own account and afterwards sold them, no doubt at a very considerable discount, to a Frenchman in Peking, who gave cheques for them. The looting was not authorised by General Frey, and he felt that it would give a great impetus to looting in general if he allowed the cheques in either of the above cases to remain in the hands of the individuals who had received them, and he therefore ordered them to be paid into a fund for the general benefit; and this was done by the soldiers, but the sailors refused to do it. General Vayron, in his report, justifies the looting of the Li Palace on the ground that Prince Li was one of the chief instigators of the Boxer rising. With regard to the French officers, they in common with the officers of other nations took some small objects from Peking as curios, of which the intrinsic value was very trifling. General Frey had a number of boxes (of loot) among his luggage, but these were intended for certain authorities in Paris or for the national museums. General Frey had arranged the matter with the consent of the French Minister in Peking; and General Vayron believes that the various persons, directors of museums and others, concerned had already been informed of the approaching arrival of the objects.

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Swatow, den 19. December 1902.
DER KAISERLICH DEUTSCHE KONSOLE L. V. KRAUSE.

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GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2276]

NOTICE TO SUBSCRIBERS

I BEG to notify that on and after the
1st JANUARY, 1903, the SUB-
SCRIPTION to the "HONG KONG DAILY
PRESS" will be as follows:—
PER QUARTER 89
PER MONTH 29
ALFRED CUNNINGHAM,
Manager.

Hongkong, 9th December, 1902. [3502]

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By Order of the Directors,
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The Tanjong Pagar Dock
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Singapore, 21st November, 1902. [3278]

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HONGKONG, 20th December, 1902. [3440]

NOTICES OF FIRMS
NOTICE

WE have this day authorised Mr. W. E.
PUCHER to SIGN our FIRM by
PROCURATION.
SANDER, WIELER & CO.
Hongkong, 1st January, 1903. [128]

NOTICE

MR. ERNST OTTO STRUCKMEYER
has this day been admitted a PARTNER
in our Firm at Hongkong and in China.
SIEMSEN & CO.
Hongkong, 1st January, 1903. [125]

NOTICE

THE INTEREST AND RESPONSIBI-
LITY of Mr. GEORGE DIXWELL
FEARON in our Firm ceased on the 31st
December, 1902. Mr. EDWIN ALFRED
STANTON is authorised to SIGN the FIRM's
Name from this date.

DEACON & CO. [140]

NOTICE

THE INTEREST AND RESPONSIBI-
LITY of our late partner, Mr. F. A.
BROCKELMANN, in our firm ceased on the
31st December, a.p.

The business will be carried on under the
same style as hitherto by the remaining
partners, Mr. H. HEYN and Mr. E. R.
FUHRMANN.

Mr. CHRISTIAN NONCHEN, our
Manager in Tientsin, has been authorised to
SIGN the FIRM.
Mr. ARNO EMANUEL and Mr. CARL
THIEL have been authorised to SIGN our FIRM
by PROCURATION.

Hongkong, 1st January, 1903.
REUTER, BROCKELMANN & CO. [121]

NOTICE

NOTICE IS HEREBY GIVEN that on
and after this date, Mr. G. ENGEL
in conjunction with either Mr. K. WIBEL
or Mr. J. MITTELL is authorised to SIGN our
FIRM NAME PER PROCURATION. Mr. K.
WIBEL and Mr. J. MITTELL are also
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Hongkong, 6th January, 1903. [173]

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Hongkong, 24th December, 1902. [107]

A SHORT NAVY LEAGUE
CATECHISM.

We have received from the Hon. Sec. of the
local branch of the Navy League a pamphlet
under the above heading, written by Sir F.
Pollock, Bart., D.C.L., which runs as follows:—

Q. What are you?
A. A Briton.

Q. Do you desire the wealth, safety, and
strength of the kingdom?
A. I do.

Q. On what do they depend?
A. Under the good providence of God, chiefly
on the Navy.

Q. On what authority do you say so?
A. I use the very words of the Imperial
Parliament repeated in successive revisions of
the Naval Discipline Act.

Q. Explain their meaning.
A. Our wealth depends on our sea-borne
trade, and the safety of our trade on the
freedom and peace of the seas, which can be
secured only by the strength of the Navy.

Q. How many fleets has the British Empire?
A. One.

Q. May not the several members of the
Empire need local squadrons for local defence?
A. There is no local defence at sea. Ships
are ships, and forts are forts, and there is no
worse waste than to make a good ship do duty
as a midship fort.

Q. What is the business of the Navy in time
of peace?
A. The police of the seas and the prevention
of war.

Q. How is it to prevent war?
A. By manifest strength showing all likely
enemies that war is unprofitable for them.

Q. What strength is enough for that
purpose?
A. One great r than that of any hostile
combination reasonably to be apprehended.

Q. Can we not fortify ourselves by alliances?
A. Yes, to confirm our strength, but not to aid
our weakness. Alliances are safe and honour-
able only between equals. A weak Power that
goes about to seek allies at need will find none,
or find a master.

Q. What would be the Navy's business in
time of war?
A. To seek out and destroy or blockade hostile
fleets.

Q. Is it not also to defend our shores?
A. The proper defence of our shores lies in
prompt and resolute attack on the enemy's
naval power, wherever it may be.

Q. Is not this a novel and paradoxical
doctrine?
A. No; it was the doctrine of Nelson, Drake,
Raleigh, and all our great seamen.

Q. What is our military frontier in time of
war?
A. The enemy's coast.

Q. Then what use is left for the Army?
A. Much: to strike at the enemy in his own
country and possessions.

Q. How is it enabled to do this?
A. By our naval command of the sea.

Q. If our fleet were defeated, and lost com-
mand of the sea, what would be the result?
A. Our supplies of food from beyond sea
would be cut off.

Q. And we should be exposed to invasion?
A. The enemy would not want to invade us.
Q. Why not?

A. For the same reason that the Germans did
not want to attack Paris by assault in 1871.

Q. You mean it would be safer and cheaper
to starve us out?
A. Exactly so.

Q. Then we should not even have the honour
of a last fight on land?
A. Only if the enemy were very stupid.

Q. Have we not important land frontiers in
India and elsewhere which only a land army
can protect? and does the Navy count for any-
thing there?
A. Assuredly it does, for our armies need
reinforcements and supplies, which must be
conveyed by sea, and without the command of
the sea they could not be maintained.

Q. Has the Navy done any conspicuous
service lately?
A. Sailors did excellent service on shore in
the South African war.

Q. Yes; so well done that I do not ask
whether they ought to have been called on to do
it. But was there nothing else?

A. There was nothing else.
Q. Did we not transport across the sea, from
England to South Africa, the greatest arma-
ment ever moved for any comparable distance?

A. That is notorious.
Q. And this movement of troops, horses, and
munitions was un molested, was it not?
A. Entirely so.

Q. Do you think we owed that immunity to
any French or other nation?
A. I do not.

Q. To what then did we owe it?
A. To the acknowledged strength of our
Navy.

Q. What are the chief points of success in
naval war?
A. Strategy, which is the art of bringing our
force to bear on the enemy's, if possible in
superior numbers, at a decisive time and place;
tactics, which is the art of handling a ship or
fleet in action; and gunnery, which is the art
of working and directing the offensive power of
every ship's armament in the most skilful and
effective manner.

Q. How are these three branches of naval warfare
related to one another?
A. Strategy leads, tactics execute, gunnery
decides. Strategy is a flat, general art for
action, tactics a more specific art for the
gun in action, gunnery makes the final action
prompt, accurate and (four skill being equal)
the enemy's, as it should be, overpowered.

Q. If our condition was as it is, like
equal, what was decided and will be decided
of naval battles?
A. Gunnery; so the experience of gunnery
teaches.

Q. We see, then, to need the best gunners on
well as the best seamen to make our navy
trustworthy?
A. Certainly.

Q. And everything that has to do with
the necessity of good shooting, an officer's
ment for it, in the Army, is equally
the Navy?

A. More true, if possible; for naval action
may be and have been decided by superior gun-
nery in a very short time.

Q. What are the true needs of Imperial
defence?
A. A supreme Navy, mobile and efficient
Army, and such and such co-ordination between
the two services.

Q. Are there any false principles of defence
by which we have been deluded in former times,
and may be deluded again?
A. Unhappily there are many.

THE THRUST OF A LANCE
is scarce a more agonising than the recurrent
pains in the abdomen which follow the eating
of improper food or too free indulgence in
water. The immediate cause of cramps and
colic is often the distension of the bowels by
gas. Quick relief follows the use of Perry
Davis' Kidnapper. Careful housekeepers give
it the place of honor in the family medicine
chest.

[2727-1]

Q. Which do you judge the worst of them?
A. To sit behind bricks and mortar expecting
an invader, and call it home defence.
Q. When did an English army last fight a
foreign invader on English ground, and with
what result?
A. In the year 1066, and it was badly beaten.
Q. Whose business is it to see to the main-
tenance of our national defences on true principles?
A. That of all good citizens.
Q. Can we not leave this matter to those who
are specially charged with it?
A. Experience shows that we cannot safely
do so.
Q. Can you assign any causes for this?
A. There are several; but it is enough to
name the most certain and honourable. The
Ministers of a free country can neither
commence nor continue any great undertaking
without being assured of public support.
Q. Can the Navy be maintained on a sufficient
footing at small cost?
A. By no means; and less now than at any
time formerly.
Q. Is this expenditure unproductive?
A. No more than other kinds of insurance for
which men pay cheerfully in their private
business every day.
Q. Can you show any economist on your side
in this point?
A. Richard Cobden, a man of peace and the
founder of Free Trade.
Q. What do our citizens need for the
discharge of their public duty with regard to
national defence?
A. Constant zeal and vigilance informed by
adequate knowledge.
Q. Do these qualities abound of themselves,
or must they be fostered?
A. Certainly they must be fostered.
Q. How do you propose to contribute to that
end?
A. I shall still use my best endeavours
towards it as a member of the Navy League.

With reference to the above a correspondent
writes:—

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 6th January.

SIR,—In the circular just issued by the
Navy League under the title of "A Short
Navy League Catechism" there are two or
three questions which I should like to see ex-
plained if explanations are forthcoming. I
take these points in order:—

(1) "Q. May not the several members of the
Empire need local squadrons for local defence?"
A. There is no local defence at sea. Ships
are ships, and forts are forts, and there is no
worse waste than to make a good ship do duty
as a midship fort.

What then about the Australian navy which
Sir E. Barton, the Federal Premier, says will
soon be established in co-operation with the
Imperial fleet? Does the Navy League dis-
approve of this because it is for "local"
defence? And how is the second sentence of
the above answer applicable to the situation?

(2) "Q. What strength is enough for that
purpose (to show all likely enemies that war is
unprofitable for them)?"
A. One greater than that of any hostile
combination reasonably to be apprehended.

Does the Navy League now hold that a three-
Power combination may reasonably be appre-
hended? If not, what of the three-Power
standard which so many Navy Leagues uphold?

(3) "Q. Can we not fortify ourselves by
alliances?"
A. Yes, to confirm our strength, but not to
aid our weakness. Alliances are safe and
honourable only between equals. A weak
Power that goes about to seek allies at need
will find none, or find a master.

Is the Anglo-Japanese Alliance safe and
honourable—the Japanese fleet being so very
much inferior to our own? Would an alliance,
say, with Germany be dangerous and dis honour-
able? I take it that Sir F. Pollock means, how-
ever, that alliances should be sought in addition
to, not instead of, increasing the British Fleet.

(4) "Q. When did an English army last
fight a foreign invader on English ground,
and with what result?"
A. In the year 1066, and it was badly
beaten.

Is this serious? Can we argue from 800
years ago? If so why not go back further still,
to Roman times—or earlier?—Yours, etc.,
V.

[2594-2]

REFRESHING AND AGREEABLE.

CALVERT'S
CARBOLIC
TOILET SOAP.

A pleasant Antiseptic Soap (containing 10%
pure Carbolic Acid). Should be used regularly
to improve the skin and complexion and prevent
infection.

F. G. CALVERT & Co., Manchester, Eng.

[2594-2]

PROPOSALS FOR THE SALE OF
SUBSISTENCE STORES.

Head-
quarters Division of the Philippines, Office
Chief Commissary, Manila, P.I., December 26,
1902. Sealed proposals in duplicate, will be
received at the Depot Commissary, Manila,
Philippine Islands until 10 o'clock A.M., March
6, 1903, and then publicly opened on that day,
for the sale, to the highest responsible bidder,
or surplus subsistence stores. Any supplies
purchased may be exported from these Islands
free of duty subject to the usual Customs
Regulations for presentation of landing certifi-
cate.

To be, CASH, U.S. Currency. The
United States reserves the right to reject any
or all bids. Proposals for each item will be
considered separately. Stores may be seen
upon application at the Office of the Depot
Commissary, Manila. Envelopes containing
proposals should be addressed "Depot Com-
missary, Manila, P.I." and endorsed "Proposals
for purchase of Subsistence Stores to be opened
on March 20, 1903." List of stores for sale,
may be had upon application to the Depot
Commissary, Manila. The United
States Consul at Hongkong, HENRY G.
SHARPE, Colonel, A.C.G., U.S. Army, Chief
Commissary.

[136]

HIGH-CLASS CHRISTMAS

CAKES, decorated from \$1.00

Plain Christmas Cakes 0.60

German Sand Cakes from \$1 to \$5.00

Assorted Pastry Cakes per dozen 0.60

Scotch Buns from 1.50

Frieden Stollen 2.40

Mince Pies per dozen 2.40

Chicken and Ham Pies from 3.00

Chicken and Ham Patties from 2.40

Cake Pies from 5.00

Chineese Puddings, &c. to Order.

Please apply to WEISMAN & CO., 142,

Praya East; ANGLO-AMERICAN STORES,

64, Elgin Road; or ROYAL GRATED

WATER DEPOT, Ice House Street.

Hongkong, 19th December, 1902. [117-1]

WM. POWELL, LIMITED,

DRAPERS,

34, QUEEN'S ROAD.

WINTER JACKETS, COATS AND CAPES.

RICH FURS: WARM UNDERCLOTHING.

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BALLAARAT	Brit. str.	—	F. Summers	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd February.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LIVERPOOL	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, LONDON & ANTWERP v. STORE, &c.	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th February.
MARSEILLES, LONDON & ANTWERP v. STORE, &c.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 10th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP v. STORE, &c.	LAOS	Fr. str.	—	—	FLANDIA	On 12th inst., at 1 P.M.
BREMEN, via Ports of Call.	OOPACK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
HAVRE, BREMEN & HAMBURG	BINGO MARU	Jap. str.	2 m.	F. Davies	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
HAVRE & HAMBURG	PRINCESS IRENE	Ger. str.	—	G. Danneberg	MELCHERS & CO.	On 21st inst., at Noon.
HAVRE & HAMBURG	SILESA	Ger. str.	—	Babbe	HAMBURG-AMERIKA LINIE	On 13th inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	Jaburg	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG	C. FELD LAEISZ	Ger. str.	—	v. Binger	HAMBURG-AMERIKA LINIE	On 10th February.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 24th February.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 5th March.
GENOA, LONDON & ANTWERP	BENLOMOND	Brit. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 19th March.
ODessa, via Ports	HERMANN LERCHE	Brit. str.	—	Hutton	GIBB, LIVINGSTON & CO.	On or about 7th inst.
NEW YORK, via Ports & SUEZ CANAL	MOGUL	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 10th inst.
NEW YORK, via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On or about 10th February.
YANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSU MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 25th February.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	PAKINGO	Brit. str.	—	J. Truebridge	DODWELL & CO., LIMITED	On 17th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	YAMAGUCHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 24th inst.
AUSTRALIAN PORTS	CEYLON	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	To-morrow, at Daylight.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	BANCA	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 20th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	NINGPO	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
KOBÉ & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	On or about 13th inst.
KOBÉ & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
KOBÉ & YOKOHAMA	TAIYUAN	Brit. str.	—	K. Kori	BUTTERFIELD & SWIRE	On 21st inst.
NAGASAKI, KOBÉ & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WOOSUNG	Brit. str.	—	G. Meiners	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	DARMSTADT	Ger. str.	—	Bratford	MELCHERS & CO.	About 12th inst.
SHANGHAI	TIROL	Brit. str.	—	C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	On 11th inst., at Noon.
SHANGHAI	COMORANDEL	Brit. str.	—	—	P. & O. S. N. Co.	On or about 17th inst.
NINGPO & SHANGHAI	SECRETARY	Brit. str.	—	I. Goto	BUTTERFIELD & SWIRE	To-day.
POOCHOW, via SWATOW & AMOY	ANGING MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSSEN KAISHA	On 14th inst.
AMOY & MANILA	DAIGI MARU	Jap. str.	1 m.	Gibson	OSAKA SHOSSEN KAISHA	On 11th inst., at 8 A.M.
SWATOW, AMOY & POOCHOW	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
CEBU & ILOILO	HALOONG	Brit. str.	—	E. P. Bishop	DOUGLAS LARPAIK & CO.	To-morrow, at Daylight.
MANILA	KAIFONG	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 15th inst.
MANILA DIRECT	ROHILLA MARU	Jap. str.	2 m.	Sheehan, Tones & Co.	MITSUBI BUSSAN KAISHA	To-morrow, at Noon.
MANILA DIRECT	ZAFIRO	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 16th inst., at Noon.
MANILA	TAIYUAN	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 20th inst.
SINGAPORE & BOMBAY, via COLOMBO	PEKIN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
BOMBAY, via SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Musio	CARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon.

SHIPPING.

ARRIVALS.
Jan. 6. SUNGKIANG, British str., 1,621, Outer-bridge, Manila 3rd January, General—BUTTERFIELD & SWIRE.

Jan. 7. BENLOMOND, British str., 1,752, Hutton, Foochow 5th January, General—GIBB, LIVINGSTON & CO.

Jan. 7. DAIGI MARU, Japanese str., 846, F. W. Groves, Tamsui, Amoy and Swatow 5th Jan., General—OSAKA SHOSSEN KAISHA.

Jan. 7. GIBBALTAR, British str., 2,473, Morris, New York and Manila 3rd Jan., General—SHEWAN, TOMES & CO.

Jan. 7. HALOONG, British str., 783, S. Gibson, Swatow 4th January, General—DOUGLAS LARPAIK & CO.

Jan. 7. RUE, French steamer, 704, Godman, Haiphong and Kwangchow 6th Jan., General—A. R. MARTY.

Jan. 7. KIUKIANG, British steamer, 2,002, W. Miller, Chinkiang 2nd January, General—BUTTERFIELD & SWIRE.

Jan. 7. ROHILLA MARU, Japanese str., 2,399, E. P. Bishop, Manila 4th Jan., General—MITSUBI BUSSAN KAISHA.

Jan. 7. THEMIS, Norwegian str., 1,209, Thommasen, Chinkiang 2nd Jan., Rice—EAST ASIATIC TRADING CO.

Jan. 7. YUEWANG, British str., 1,128, P. H. Rolfe, Manila 4th Jan., Hemp and General—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7th January.
Apenrade, German str., for Hothow.

Arif, Norwegian str., for Kobe.

Bendomond, British str., for Singapore.

Herich, German str., for Hongkong.

Yikwang, German str., for Haiphong.

DEPARTURES.

7th January.
ARIEL, Norwegian str., for Kobe.

BOMBAY, British str., for London.

BULFESS, British str., for Nagasaki.

GLENNCE, British str., for London.

HANCOCK, British str., for Hongkong.

HANCOCK, British str., for Chefoo.

KIUKIANG, British str., for Canton.

KONIG ALBERT, German str., for Europe.

MAIDZURU MARU, Japanese str., for Swatow.

NANSANG, British str., for Calcutta.

TAICHOW, German str., for Bangkok.

TELMACHUS, British str., for Shanghai.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND POOCHOW.
THE Company's Steamship

"HALOONG."
Captain Gibson, will be despatched for the above ports TO-MORROW, the 9th inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 7th January, 1903. [182]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"EASTERN."
Captain Ellis, will be despatched as above TO-MORROW, the 9th January, 1903, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To a sure the additional comfort of passengers the Steamers of the Company have electric light fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th December, 1902. [103]

STEAM FOR ODESSA VIA PORTS.
(Taking Cargo for COLOMBO, BOMBAY and PORT SAID).

THE Russian Steamer
"HERMANN LERCHE,"
will be despatched for the above ports on or about the 10th Jan. inst.

For Freight and further Particulars, apply to
BRADLEY & CO.,
Agents.
Hongkong, 30th December, 1902. [104]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.
THE Steamship
"BENLOMOND,"
Captain Hutton, will be despatched as above on or about the 7th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd January, 1903. [141]

SHIPPING REPORTS.

The British steamer Kiuikiang, from Chinkiang 2nd Jan., had strong N.E. monsoon and high sea with hazy weather.

The British steamer Gibbaltar, from New York and Manila 3rd Jan., had fresh N.E. and N.W. winds and head sea; weather clear.

The British steamer Bendomond, from Foochow 5th Jan., had strong monsoon to Lam-mo; thence to port light to moderate northerly breeze.

The British steamer Halooong, from Swatow 6th Jan., had fresh monsoon and moderate following sea down the coast from Foochow. Vessels in Foochow—Anging Maru. In Amoy—Cleangchow and two Japanese men-of-war. In Swatow—Kangsang, Wosang, Hanyang, Houston, Gimfalloch, Bygde and Dapline.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DAYLIGHT, British 4-m. barque, James Beade.—Standard Oil Co.

EVIE J. RAY, American barque, F. Caron.—Sander, Wierler & Co.

LOTHAIR, Italian barque, A. M. Schiavone.—Order.

SHIMOSA, British str., E. A. Chaplain.—Doddwell & Co., Ltd.

STEAM TO SHANGHAI.
THE Company's Steamship
"TIROL,"
Captain Bretfeld, will leave for the above places on SUNDAY, the 11th inst., at NOON.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIERLER & CO.,
Agents.
Princes' Building.
Hongkong, 6th January, 1903. [3]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ, AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER.

CAPTAIN.

TONS.

SAILING DATE.

OLYMPIA.

PLEIADES.

STEAMERS MARKED * HAVE NO PASSENGER ACCOMMODATION.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

Hongkong, 24th December, 1902. [7]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND

VICTORIA, B.C.

SAFETY.

SPEED.

PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S. "EMPEROR OF CHINA" ... 6,060 Tons ... WEDNESDAY, 11th Jan.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 11th Feb.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 25th Feb.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 18th Mar.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st April.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 6th May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through

the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA

to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving

THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver

with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,

which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC

WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and

Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are

given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,
Fidder Street.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

KAWACHI MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 10th Jan. at DAYLIGHT.

HANATA MARU ... NAGASAKI, KOBÉ and YOKOHAMA ... TUESDAY, 13th Jan. at DAYLIGHT.

YAMAGUCHI MARU ... KOBÉ and YOKOHAMA ... TUESDAY, 13th Jan. at NOON.

TOSU MARU ... VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA ... TUESDAY, 13th Jan. at 4 P.M.

KASUGA MARU ... NAGASAKI, KOBÉ and YOKOHAMA ... FRIDAY, 23rd Jan. at NOON.

BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 24th Jan. at DAYLIGHT.

KAGOSHIMA MARU ... KOBÉ and YOKOHAMA ... SUNDAY, 25th Jan. at NOON.

HIROSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 27th Jan. at NOON.

KAGA MARU ... VICTORIA, B.C., and SE

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DUES
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 8th January.
GLASGOW and LIVERPOOL...	"PYREHUS"	On 14th January.
GLASGOW and LIVERPOOL...	"PAKLING"	On 22nd January.
GLASGOW and LIVERPOOL...	"DIOMED"	On 28th January.

HOMeward S.		
FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 20th January.
LONDON	"TELEMACHUS"	On 3rd February.
LONDON	"PROMETHEUS"	On 17th February.

LIVERPOOL BERTH.		
(Taking Cargo at London Rates.)	STEAMERS	TO SAIL
LIVERPOOL	"TYDEUS"	On 24th January.
LIVERPOOL	"DAEDANUS"	On 20th February.

CONTINENTAL BERTH.		
MARSEILLES, ANTWERP and	STEAMERS	TO SAIL
AMSTERDAM	"OOPACK"	On 14th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"PAKLING"	On 24th January.

The S.S. "PROMETHEUS" left Singapore on the 3rd inst. and is expected here on the 8th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th January, 1903. [10-12]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and MANILA	"SUNGKIANG"	On 8th January.
NINGPO and SHANGHAI	"SZECHUEN"	On 8th January.
MOJI	"NINGPO"	On 8th January.
SHANGHAI	"WOOSUNG"	On 9th January.
CEBU and ILOILO	"KAIFONG"	On 15th January.
MANILA	"TAIYUAN"	On 20th January.

THURSDAY ISLAND, COOKTOWN,
CAIRNS, TOWNSVILLE, BRIS-
BANE, SYDNEY & MELBOURNE
KOBE and YOKOHAMA

The steamer "TSINAN" left Port Darwin on 5th inst. for this port, via Manila, and is expected to arrive here on the 16th inst.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 8th January, 1903. [11]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 11th
AND AMOI	"T. W. GROVES"	January, at 8 A.M.
TAMSWI, VIA SWATOW	"DAIWIN MARU"	SUNDAY, 18th
AND AMOI	"T. OATA"	January.
FOOCHOW, VIA SWATOW	"ANFENG MARU"	WEDNESDAY, 14th
AND AMOI	"I. GOTO"	January.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 6th January, 1903. T. ARIMA, Manager. [15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	B. Rodger	Manila Direct.	On 9th Jan., at Noon.
RUBI	2540	R. W. Almond	Manila Direct.	On 16th Jan., at Noon.
DIAMANTE	1980	A. H. Nolley		
PERLA	1980	J. McGinley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1903. [17]

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN,
33, Des Vaux Road Central, Hongkong
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [2383]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 22nd September, 1902. [252]

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sundays

excepted, to receive and deliver perishable goods

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [65]

NOW ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES

IN
CHINA, JAPAN AND COREA

FOR 1903.

WITH ALPHABETICAL LIST.

88 PAGES. BOUND IN CLOTH AND

LETTERED, SL.

On Sale at

Messrs. KELLY & WALSH, LD., Hongkong.

Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and

Shanghai;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow;

The "DAILY PRESS" Office, Hongkong; and

at the London Office: 131, Fleet Street,

Hongkong, 1st January, 1903. [9]



TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA
48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU,"

3,869 Tons, Captain E. P. Bishop, will be de-

parted for MANILA, on SATURDAY, the

10th inst., at Noon.

To be followed by the "ROSETTA MARU,"

Magnificent Accommodation Comfortable

Cabins. Excellent Table. Unrivalled Speed.

Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Buildings, Ice House Street,

Hongkong, 8th January, 1903. [16]

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, MADRAS,

CALCUTTA, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 12th January, 1903, at

1 P.M., the Company's Steamship

"LAOS," Captain Flaudin, with Mail,

Passengers, Specie and Cargo, will leave this

Port for MARSEILLES, via Ports of Call,

WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping-Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.,

Specie and Parcels until 3 P.M., on the 11th

January. (Parcels are not to be sent on

board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 31st December, 1902. [2]

THE PENINSULAR AND ORIENTAL STEAM-NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLARAT,"

Captain F. Summers, carrying His Majesty's

Mails, will be despatched from this port for Bombay,

on SATURDAY, the 17th January, at Noon,

taking passengers and cargo for the above

ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transshipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 5th January, 1903. [1]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN"

Captain W. B. Brown, will be despatched for

the above port on TUESDAY, the 2nd inst.

The attention of Passengers is directed to

the superior Accommodation offered by this

Steamer, which is fitted throughout with

Electric Light. A duly qualified Surgeon is

carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd January, 1903. [151]

CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF

CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY

20 DAYS.

Saloon Passengers carried at SPECIALLY

REDUCED RATES, particulars of which

can be obtained on application to the

Undersigned.

NEXT SAILINGS.

"TAIYUAN" ... leaves on 20th January.

"TSINAN" ... " 16th February.

"CHANGSHA" ... " 7th March.

"CHINGTU" ... " 4th April.

Superior accommodation amidships. Electric

Light throughout. Fitted with Refrigerators

which ensure a fresh supply of Ice and Pro-

visions during the entire voyage. Duly qualified

European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS

CHINA NAVIGATION CO., LD.

Hongkong, 3rd January, 1903. [92]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897. [9]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE

PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MOGUL" ... About 13th Jan.

"HINDUSTAN" ... " 25th Jan.

"SHIMOSA" ... To follow.

For Freight and further information, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 7th January, 1903. [3494]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGA- PORE AND PENANG.

Having connection with Company's Mail Stea-

mers to ADEN, SUET, PORT SAID, MESSINA,

NAPLES, LEGHORN and GENOA, also VERICE

and TRIESTE, all MEDITERRANEAN,

ADRIATIC, IONIAN and SOUTH

AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

